НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 1

1. Translate the text below into Ukrainian.
Geographical coordinates indicating latitude and longitude shall be determined and reported to the aeronautical information services authority in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS-84 coordinates by mathematical means and whose accuracy of original field work does not meet the requirements below.
The order of accuracy of the field work shall be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame, as indicated herein:
a) significant obstacles in the approach and take-off areas, in the circling area and in the vicinity of aerodrome and positions of radio navigation aids located on the aerodrome: three metres;
b) runway thresholds and centre line points: one metre;
c) taxiway centre line points and aircraft stands: one-half metre; and
d) aerodrome reference point: thirty meters.

2. Translate the text below into Ukrainian.
Each Contracting State shall ensure that the objective of their national civil aviation security programme shall be to safeguard international civil aviation operations against acts of unlawful interference, through regulations, practices and procedures which take account of the safety, regularity and efficiency of flights.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
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Варіант 2

1. Translate the text below into Ukrainian.
An aerodrome reference point shall be established for an aerodrome.
The aerodrome reference point shall be located near the initial or planned geometric centre of the aerodrome and shall normally remain where first established.
The position of the aerodrome reference point shall be measured and reported to the aeronautical information services authority in degrees, minutes and seconds.
The aerodrome elevation shall be measured and given to the nearest meter or foot.
For an aerodrome used by international civil aviation, the elevation of each threshold, the elevation of the runway end and any significant high and low intermediate points along the runway, and the highest elevation of the touchdown zone of a precision approach runway shall be given to the nearest meter or foot.
An aerodrome reference temperature shall be determined for an aerodrome in degrees Celsius.
The aerodrome reference temperature should be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature). This temperature should be averaged over a period of years.

2. Translate the text below into Ukrainian.
Each Contracting State shall keep under constant review the level of threat within its territory taking into account the international situation and adjust relevant elements of its national civil aviation security programme accordingly.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 3

1. Translate the text below into Ukrainian.

The following data shall be measured or described, as appropriate, for each facility provided on an aerodrome: a) runway — true bearing, designation number, length, width, displaced threshold location, slope, surface type, type of runway and, for a precision approach runway category I, the existence of an obstacle free zone when provided;

b) strip
runway and safety area
stopway
length, width,
surface type;

c) taxiway — designation, width, surface type;
d) apron — surface type, aircraft stands;
e) the boundaries of the air traffic control service;
f) clearway — length, ground profile;
g) visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance systems;
h) location and radio frequency of any VOR aerodrome check-point; and
i) location and designation of standard taxi-routes.

2. Translate the text below into Ukrainian.

Each Contracting State shall arrange for the establishment of airport security committees to advise on the development and co-ordination of security measures and procedures at each airport serving international civil aviation.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 4

1. Translate the text below into Ukrainian.
The geographical coordinates of each threshold shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.
The geographical coordinates of appropriate taxiway centre line points shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.
The geographical coordinates of each aircraft stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.
The geographical coordinates of significant obstacles in the approach and take-off areas, in the circling area and in the vicinity of an aerodrome shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation rounded up to the nearest metre or foot, type, marking and lighting (if any) of the significant obstacles shall be reported to the aeronautical information services authority.

2. Translate the text below into Ukrainian.
Each Contracting State shall ensure that duly authorized and suitably trained officers are readily available for deployment at their airports serving international civil aviation to assist in dealing with suspected, or actual, cases of unlawful interference with international civil aviation.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 5

1. Translate the text below into Ukrainian.

The bearing strength of a pavement shall be determined.

The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification number — pavement classification number (ACN-PCN) method by reporting all of the following information:

a) the pavement classification number (PCN);
b) pavement type for ACN-PCN determination;
c) subgrade strength category;
d) maximum allowable tire pressure category or maximum allowable tire pressure value; and
e) evaluation method.

The pavement classification number (PCN) reported shall indicate that an aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure, or aircraft all-up mass for specified aircraft type(s).

The ACN of an aircraft shall be determined in accordance with the standard procedures associated with the ACN-PCN method.

For the purposes of determining the ACN, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction.

2. Translate the text below into Ukrainian.

Each Contracting State shall ensure that contingency plans are developed and resources made available to safeguard airports and ground facilities used in international civil aviation, against acts of unlawful interference.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 6

1. Translate the text below into Ukrainian.
One or more pre-flight altimeter check locations shall be established for an aerodrome. A pre-flight check location should be located on an apron.
Locating a pre-flight altimeter check location on an apron enables an altimeter check to be made prior to obtaining taxi clearance and eliminates the need for stopping for that purpose after leaving the apron.
Normally an entire apron can serve as a satisfactory altimeter check location.
The elevation of a pre-flight altimeter check location shall be given as the average elevation, rounded to the nearest metre or foot, of the area on which it is located. The elevation of any portion of a pre-flight altimeter check location shall be within 3 m (10 ft) of the average elevation for that location.
The following distances shall be calculated for a runway intended for use by international commercial air transport:

a) take-off run available;
b) take-off distance available;
c) accelerate-stop distance available; and
d) landing distance available.

2. Translate the text below into Ukrainian.
Each Contracting State shall require the appropriate authority to ensure the development and implementation of training programmes to ensure the effectiveness of its national civil aviation security programme.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 7

1. Translate the text below into Ukrainian.

Information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information service units, and similar information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay.

The condition of the movement area and the operational status of related facilities shall be monitored and reports on matters of operational significance or affecting aircraft performance given, particularly in respect of the following:

a) construction or maintenance work;
b) rough or broken surfaces on a runway, a taxiway or an apron;
c) snow, slush or ice on a runway, a taxiway or an apron;
d) water on a runway, a taxiway or an apron;
e) snow banks or drifts adjacent to a runway, a taxiway or an apron;
f) anti-icing or de-icing liquid chemicals on a runway or a taxiway;
g)other temporary hazards, including parked aircraft:
h) failure or irregular operation of part or all of the aerodrome visual aids; and
i) failure of the normal or secondary power supply.

2. Translate the text below into Ukrainian.

Each Contracting State shall co-operate with other States in order to adapt their respective national civil aviation security programmes as necessary.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 8

1. Translate the text below into Ukrainian.

Whenever water is present on a runway, a description of the runway surface conditions on the centre half of the width of the runway, including the possible assessment of water depth, where applicable, should be made available using the following terms:

DAMP — the surface shows a change of colour due to moisture.

WET— the surface is soaked but there is no standing water.

WATER PATCHES — significant patches of standing water are visible.

FLOODED — extensive standing water is visible.

Information that a runway or portion thereof may be slippery when wet shall be made available.

A runway or portion thereof shall be determined as being slippery when wet when the measurements specified in 9.4.4 show that the runway surface friction characteristics as measured by a continuous friction measuring device are below the minimum friction level specified by the State.

Information on the minimum friction level specified by the State for reporting slippery runway conditions and the type of friction measuring device used shall be made available.

When it is suspected that a runway may become slippery under unusual conditions, then additional measurements should be made when such conditions occur, and information on the runway surface friction characteristics made available when these additional measurements show that the runway or a portion thereof has become slippery.

2. Translate the text below into Ukrainian.

Each Contracting State shall ensure that requests from other States for special security measures in respect of a specific flight or specified flights by operators of such other States, as far as may be practicable, are met.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 9

1. Translate the text below into Ukrainian.

Runway surface condition sensors may be used to detect and continuously display current or predicted information on surface conditions such as the presence of moisture, or imminent formation of ice on pavements.

Whenever a runway is affected by snow, slush or ice, and it has not been possible to clear the precipitant fully, the condition of the runway should be assessed, and the friction coefficient measured.

Guidance on determining and expressing the friction characteristics of snow- and ice-covered paved surfaces is provided in Attachment A, Section 6.

The readings of the friction measuring device on snow-, slush-, or ice-covered surfaces should adequately correlate with the readings of one other such device.

The principal aim is to measure surface friction in a manner that is relevant to the friction experienced by an aircraft tire, thereby providing correlation between the friction measuring device and aircraft braking performance.

Whenever dry snow, wet snow or slush is present on a runway, an assessment of the mean depth over each third of the runway should be made to an accuracy of approximately 2 cm for dry snow, 1 cm for wet snow and 0.3 cm for slush.

2. Translate the text below into Ukrainian.

Each Contracting State should co-operate with other States in the field of research and development of new security equipment which will better satisfy international civil aviation security objectives.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 10

1. Translate the text below into Ukrainian.

Information concerning the level of protection provided at an aerodrome for aircraft rescue and fire fighting purposes shall be made available.

The level of protection normally available at an aerodrome should be expressed in terms of the category of the rescue and fire fighting services as described in 9.2 and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome.

Significant changes in the level of protection normally available at an aerodrome for rescue and fire fighting shall be notified to the appropriate air traffic services units and aeronautical information units to enable those units to provide the necessary information to arriving and departing aircraft. When such a change has been corrected, the above units shall be advised accordingly.

A significant change in the level of protection is considered to be a change in the category of the rescue and fire fighting service from the category normally available at the aerodrome, resulting from a change in availability of extinguishing agents, equipment to deliver the agents or personnel to operate the equipment, etc.

2. Translate the text below into Ukrainian.

Each Contracting State shall establish procedures, which include notification to the operator, for inspecting aircraft, when a well-founded suspicion exists that the aircraft may be the object of an act of unlawful interference, for concealed weapons, explosives or other dangerous devices.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 11

1. Translate the text below into Ukrainian.

Geographical coordinates indicating latitude and longitude shall be determined and reported to the aeronautical information services authority in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS-84 coordinates by mathematical means and whose accuracy of original field work does not meet the requirements below.

The order of accuracy of the field work shall be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame, as indicated herein:

f) significant obstacles on and in the vicinity of the heliport and positions of radio navigation aids located on the heliport: three metres;
g) geometric centre of the touchdown and lift-off area, thresholds of the final approach and take-off area (where appropriate): one metre;
h) centre line points of the helicopter ground taxiways, air taxiways and air transit routes and helicopter stands: one-half metre; and
i) heliport reference point: thirty metres.

An appropriate reference frame is that which enables WGS-84 to be realized on a given heliport and with respect to which all coordinate data are related.

2. Translate the text below into Ukrainian.

Each Contracting State shall establish measures to safeguard aircraft when a well-founded suspicion exists that the aircraft may be attacked while on the ground and to provide as much prior notification as possible of the arrival of such aircraft to airport authorities.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 12

1. Translate the text below into Ukrainian.

A heliport reference point shall be established for a heliport not co-located with an aerodrome.

When the heliport is co-located with an aerodrome, the established aerodrome reference point serves both aerodrome and heliport.

The heliport reference point shall be located near the initial or planned geometric centre of the heliport and shall normally remain where first established.

The position of the heliport reference point shall be measured and reported to the aeronautical information services authority in degrees, minutes and seconds.

The heliport elevation shall be measured and reported to the aeronautical information services authority to the nearest metre or foot.

For a heliport used by international civil aviation, the elevation of the touchdown and lift-off area and/or the elevation of each threshold of the final approach and take-off area (where appropriate) shall be measured and reported to the aeronautical information services authority to the nearest metre or foot.

2. Translate the text below into Ukrainian.

Each Contracting State shall establish measures to ensure that operators when providing service from that State do not transport the baggage of passengers who are not on board the aircraft unless the baggage separated from passengers is subjected to other security control measures.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 13

1. Translate the text below into Ukrainian.

The following data shall be measured or described, as appropriate, for each facility provided on a heliport:

a) heliport type — surface-level, elevated or helideck;
b) touchdown and lift-off area — dimensions, slope, surface type, bearing strength in tonnes (1 000 kg);
c) final approach and take-off area — type of FATO, true bearing, designation number (where appropriate). length, width, slope, surface type;
d) safety area — length, width and surface type;
e) helicopter ground taxiway, air taxiway and air transit route — designation, width, surface type;
f) apron — surface type, helicopter stands;
g) clearway — length, ground profile; and
h) visual aids for approach procedures, marking and lighting of FATO, TLOF, taxiways and aprons.

The geographical coordinates of the geometric centre of the touchdown and lift-off area and/or of each threshold of the final approach and take-off area (where appropriate) shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.

2. Translate the text below into Ukrainian.

Each Contracting State should establish measures to ensure that operators when providing a service from that State transport only baggage which is authorized for carriage.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 14

1. Translate the text below into Ukrainian.

The geographical coordinates of appropriate centre line points of helicopter ground taxiways, air taxiways and air transit routes shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.

The geographical coordinates of each helicopter stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.

The geographical coordinates of significant obstacles on and in the vicinity of a heliport shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation rounded up to the nearest metre or foot, type, marking and lighting (if any) of the significant obstacles shall be reported to the aeronautical information services authority.

The following distances shall be declared, where re for a heliport:

a) take-off distance available;
b) rejected take-off distance available; and
c) landing distance available.

2. Translate the text below into Ukrainian.

Each Contracting State shall establish measures to ensure that baggage intended for carriage on passenger flights and originating from places other than airport check-in counters is protected from the point it is checked in until it is placed on board an aircraft.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 15

1. Translate the text below into Ukrainian.
Geographical coordinates indicating latitude and longitude shall be determined and reported to the aeronautical information services authority in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS-84 coordinates by mathematical means and whose accuracy of original field work does not meet the requirements below.
The order of accuracy of the field work shall be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame, as indicated herein:
d) significant obstacles in the approach and take-off areas, in the circling area and in the vicinity of aerodrome and positions of radio navigation aids located on the aerodrome: three metres;
e) runway thresholds and centre line points: one metre;
f) taxiway centre line points and aircraft stands: one-half metre; and
d) aerodrome reference point: thirty meters.

2. Translate the text below into Ukrainian.
Each Contracting State shall ensure the implementation of measures at airports serving international civil aviation to protect cargo, baggage, mail, stores and operators' supplies being moved within an airport and intended for carriage on an aircraft to safeguard such aircraft against an act of unlawful interference.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
Кафедра англійської філології і перекладу

МОДУЛЬНА КОНТРОЛЬНА РОБОТА №1
з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 16

1. Translate the text below into Ukrainian.
An aerodrome reference point shall be established for an aerodrome.
The aerodrome reference point shall be located near the initial or planned geometric centre of the aerodrome and shall normally remain where first established.
The position of the aerodrome reference point shall be measured and reported to the aeronautical information services authority in degrees, minutes and seconds.
The aerodrome elevation shall be measured and given to the nearest meter or foot.
For an aerodrome used by international civil aviation, the elevation of each threshold, the elevation of the runway end and any significant high and low intermediate points along the runway, and the highest elevation of the touchdown zone of a precision approach runway shall be given to the nearest meter or foot.
An aerodrome reference temperature shall be determined for an aerodrome in degrees Celsius.
The aerodrome reference temperature should be the monthly mean of the daily maximum temperatures for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature). This temperature should be averaged over a period of years.

2. Translate the text below into Ukrainian.
Each Contracting State shall establish measures to ensure that operators do not accept consignments of cargo, courier and express parcels or mail for carriage on passenger flights unless the security of such consignments is accounted for by a regulated agent or such consignments are subjected to other security controls to meet the requirements of 4.3.8.

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ
ГУМАНІТАРНИЙ ІНСТИТУТ
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з дисципліни «Переклад нормативних документів міжнародних організацій цивільної авіації»

Варіант 17

1. Translate the text below into Ukrainian.

The following data shall be measured or described, as appropriate, for each facility provided on an aerodrome: a) runway — true bearing, designation number, length, width, displaced threshold location, slope, surface type, type of runway and, for a precision approach runway category I, the existence of an obstacle free zone when provided;

b) strip
runway and safety area
stopway
length, width,
surface type;

j) taxiway — designation, width, surface type;
k) apron — surface type, aircraft stands;
l) the boundaries of the air traffic control service;
m) clearway — length, ground profile;
n) visual aids for approach procedures, marking and lighting of runways, taxiways and aprons, other visual guidance and control aids on taxiways and aprons, including taxi-holding positions and stopbars, and location and type of visual docking guidance systems;
o) location and radio frequency of any VOR aerodrome check-point; and
p) location and designation of standard taxi-routes.

2. Translate the text below into Ukrainian.

Each Contracting State concerned with an act of unlawful interference shall require its appropriate authority to re-evaluate security measures and procedures in respect of international flights which have been the subject of unlawful interference and take action necessary to remedy weaknesses so as to prevent recurrence

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Варіант 18

1. Translate the text below into Ukrainian.
The geographical coordinates of each threshold shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.
The geographical coordinates of appropriate taxiway centre line points shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.
The geographical coordinates of each aircraft stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.
The geographical coordinates of significant obstacles in the approach and take-off areas, in the circling area and in the vicinity of an aerodrome shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation rounded up to the nearest metre or foot, type, marking and lighting (if any) of the significant obstacles shall be reported to the aeronautical information services authority.

2. Translate the text below into Ukrainian.
Each Contracting State should adopt measures to ensure that persons acting in an official capacity do not divulge confidential information concerning an act of unlawful interference if such information is likely to jeopardize the safety of international civil aviation.

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Варіант 19

1. Translate the text below into Ukrainian.

The bearing strength of a pavement shall be determined.

The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification number — pavement classification number (ACN-PCN) method by reporting all of the following information:

j) the pavement classification number (PCN);
k) pavement type for ACN-PCN determination;
l) subgrade strength category;
m) maximum allowable tire pressure category or maximum allowable tire pressure value; and
n) evaluation method.

The pavement classification number (PCN) reported shall indicate that an aircraft with an aircraft classification number (ACN) equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure, or aircraft all-up mass for specified aircraft type(s).

The ACN of an aircraft shall be determined in accordance with the standard procedures associated with the ACN-PCN method.

For the purposes of determining the ACN, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction.

2. Translate the text below into Ukrainian.

Contracting States should ensure that the carriage of weapons in other cases is allowed only when an authorized and duly qualified person has determined that they are not loaded, if applicable, and then only if stowed in a place inaccessible to any person during flight time.

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Варіант 20

1. Translate the text below into Ukrainian.
One or more pre-flight altimeter check locations shall be established for an aerodrome. A pre-flight check location should be located on an apron.
Locating a pre-flight altimeter check location on an apron enables an altimeter check to be made prior to obtaining taxi clearance and eliminates the need for stopping for that purpose after leaving the apron.
Normally an entire apron can serve as a satisfactory altimeter check location.
The elevation of a pre-flight altimeter check location shall be given as the average elevation, rounded to the nearest metre or foot, of the area on which it is located. The elevation of any portion of a pre-flight altimeter check location shall be within 3 m (10 ft) of the average elevation for that location.
The following distances shall be calculated for a runway intended for use by international commercial air transport:

e) take-off run available;
f) take-off distance available;
g) accelerate-stop distance available; and
h) landing distance available.

2. Translate the text below into Ukrainian.
Each Contracting State shall ensure that there is no possibility of mixing or contact between passengers subjected to security control and other persons not subjected to such control after the security screening points at airports serving international civil aviation have been passed; if mixing or contact does take place, the passengers concerned and their cabin baggage shall be re-screened before boarding an aircraft.

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Варіант 21

1. Translate the text below into Ukrainian.

Information on the condition of the movement area and the operational status of related facilities shall be provided to the appropriate aeronautical information service units, and similar information of operational significance to the air traffic services units, to enable those units to provide the necessary information to arriving and departing aircraft. The information shall be kept up to date and changes in conditions reported without delay.

The condition of the movement area and the operational status of related facilities shall be monitored and reports on matters of operational significance or affecting aircraft performance given, particularly in respect of the following:

a) construction or maintenance work;
b) rough or broken surfaces on a runway, a taxiway or an apron;
c) snow, slush or ice on a runway, a taxiway or an apron;
d) water on a runway, a taxiway or an apron;
e) snow banks or drifts adjacent to a runway, a taxiway or an apron;
f) anti-icing or de-icing liquid chemicals on a runway or a taxiway;
g)other temporary hazards, including parked aircraft:
h) failure or irregular operation of part or all of the aerodrome visual aids; and
i) failure of the normal or secondary power supply.

2. Translate the text below into Ukrainian.

Each Contracting State shall establish measures to ensure that the aircraft operator and the pilot-in-command are informed when passengers are obliged to travel because they have been the subject of judicial or administrative proceedings, in order that appropriate security measures can be taken.

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Варіант 22

1. Translate the text below into Ukrainian.

Whenever water is present on a runway, a description of the runway surface conditions on the centre half of the width of the runway, including the possible assessment of water depth, where applicable, should be made available using the following terms:

DAMP — the surface shows a change of colour due to moisture.

WET— the surface is soaked but there is no standing water.

WATER PATCHES — significant patches of standing water are visible.

FLOODED — extensive standing water is visible.

Information that a runway or portion thereof may be slippery when wet shall be made available.

A runway or portion thereof shall be determined as being slippery when wet when the measurements specified in 9.4.4 show that the runway surface friction characteristics as measured by a continuous friction measuring device are below the minimum friction level specified by the State.

Information on the minimum friction level specified by the State for reporting slippery runway conditions and the type of friction measuring device used shall be made available.

When it is suspected that a runway may become slippery under unusual conditions, then additional measurements should be made when such conditions occur, and information on the runway surface friction characteristics made available when these additional measurements show that the runway or a portion thereof has become slippery.

2. Translate the text below into Ukrainian.

Each Contracting State should require operators providing service from that State, to include in their security programmes, measures and procedures to ensure safety on board their aircraft when passengers are to be carried who are obliged to travel because they have been the subject of judicial or administrative proceedings.